Astrup's Criticism of the Expedition Loosened a Rail So That the Next Is Attributed to His III Health.

LACK OF HARMONY DUE TO WOMEN.

Dr. Vincent Says the Dead Explorer Was Killed in Norway While Peary Was in the Brooklyn Navy Yard.

spectful in speaking of Pears, he made ment.
some reservations. Among the many The spot which the wreckers selected for When the news reached Jersey City, De

## TRIED TO WRECK

Story That the Lieutenant Unknown Men Piled Timbers Across the Tracks of the Pennsylvania Road.

> Express Would Have Been Thrown Down a Bank.

DISASTER BARELY AVERTED.

Crew of a Freight Train Discovered the Obstruction in Time to Remove It and Allow a Fast Train to Pass.

The story published in Danish and Norwegian papers to the effect that the death of Eyvind Astrup, who was Lieutenant Peary's sole companion on his first journey to the northern limit of Greenland, resulted from a duel with his former commander appears to be without any foundation.

Astrop was found dead near Bergen last February. His death was at the time attributed to an accident and no aliusion was then made to any ill feeling existing between him and Lieutenant Peary. It is true that the Christiana Morganbladt, of October 10, 1804, published an interview which it was said that, though he was respectful in speaking of Peary, he made spectful in speaking of Peary, he made speaked speaking speaked speaking speaked speaking spe

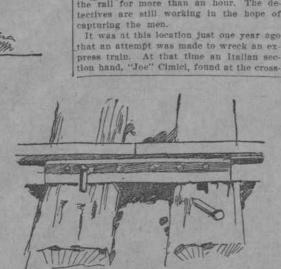
visitor whom he regarded with suspicion A rough looking negro called at the house at 8 o'clock and asked for matches. He said he was on his way South, and asked when trains for southern points stopped at Deans.p He was told that none of them stopped there. Wilson gave him some matches and the fellow walked away in the direction of the rallroad.

Brophy, the section boss, did not hear of the escape of the Pacific express until early yesterday morning. His son, John, is the day track walker, and he told the young man to do the work with unusual care. The section covered by young Brophy is from Monmouth Junction to Deans and return, a round trip of about six miles. He was on his way back to

the junction at 10 o'clock, and was walk-ing along the west freight track. RAIL HAD BEEN LOOSENED. When near the bridge he noticed that the nuts on the outside passenger rall looked as though they had been loosened. An in-spection showed this to be a fact. He found also that thirteen of the fourteen spikes that held the rail on the outside had been drawn. He at once notified his

tective William Allen and several other railroad detectives were sent to the spoin the hope of getting trace of the wreck ers. They found footprints on the south side of the road that were lost in the swamp. That was all. From the appear ance of the spikes and the ties they concluded that the work was done with some instrument not used by railroad men, and that the wreckers must have worked at the rail for more than an hour. The de-tectives are still working in the hope of capturing the men.

that an attempt was made to wreck an ex-



SCENE OF THE DOUBLE ATTEMPT TO WRECK PENNSYLVANIA TRAINS

Unknown men made a bold effort to ditch passenger trains on the Pennsylvania road near New Brunswick, Wednesday night. Across one track heavy timbers were piled. On another a rail was loosened, so that the next train to cross would have been hurled down an embankment. The work was discovered barely in time to prevent a double disaster. The cross shows where the ralls were tampered with.

things he said respecting the second ex-pedition was that the perimican in the ex-line of the Pennsylvania Railroad between the location of Wednesday night's attempt.

to keep for many years it was probably healthy, if not palatable.

As to the donkeys no one ever before considered them essential to the success of an Arctic expedition, but it is probable that when Astrup, in the published interview, said that, "as the Spring advanced, the party became very inharmonious, principally through the presence of women, which adversely influenced the concord of the members of the expedition," he struck the keynote of all the trouble. There were but two women in the party, Mrs. Peary but two women in the party is a considerable of the express and its is considerable of the expense of the expedition."

Minutes, and he pulled his train up within a quarter of a mile. Then he backed clow-ly to the spot where the obstruction lay. Some precious minutes had been lost, and even while the freight crew began to pull the heavy wood from the track, the head-light of the express lit up the track to the east. It was coming on at the speed of nearly a mile a minute, and the freight crew worked with desperate energy.

BARELY SAVED THE EXPRESS.

The track was not yet cleared when the express had reached Deans, the station constitution in the party is to the spot where the obstruction lay.

Some precious minutes had been lost, and even while the freight crew began to pull the heavy wood from the track, the head-light of the express lit up the track to the east. It was coming on at the speed of nearly a mile a minute, and the freight crew began to pull the heavy wood from the track, the head-light of the express lit up the track to the east. It was coming on at the speed of nearly a mile a minute, and the freight crew began to pull the heavy wood from the track, the head-light of the express lit up the track to the east. It was coming on at the speed of nearly a minute, and the freight crew began to pull the heavy wood from the track, the head-light of the express lit up the track to the but two women in the party, Mrs. Peary and her maid, Mrs. Cross, and its is con-

ficial to the expedition. The attributing of Astrup's death to a bered, it was too late. duel with Lieutenant Peary, is probably on a plane with some of the stories that

on a plane with some of the stories that gained ground after Peary's return from his first and most successful inland trip, when it became known that Verhoff, one of his American contingent was missing. It was said that Verhoff had wandered off ostensibly to visit a neighboring native village, and had not been seen since. There were at that time several reasons given for his disappearance. One was that he was disgrunted because he was not chosen by Peary to be his companion on the long journey, believing it to nave been his due, inasmuch as he was the largest contributor to the expenses of the expedition. It was also said that he intentionally remained away from camp and hid himself among the natives in order to make a subsequent effort to surpass Peary's overland trip. This seemed to have been disproved by the vigorous search that Peary made, as soon as he learned of the disappearance of his lieutenant, and that close questioning of all the natives with whom he came in contact. Verhoff's fate is still sbrouded in impatery.

Chicago, Ill., May 7.—Dr. Edward Vinced.

sis incidents with a state of the state of t

finding that was probably due to li-health and chagrin upon the failure of the trip. Peary's penmican was some of that made for one of the Greely relief expeditions, as there was a great deal of that lot on hand in Baltimore after the expeditions had salled; but as penmican is specially made to keep for many years it was probably to keep for many years it was probably and he pulled his train up within the state of a mile. Then he hasked clow-

and her maid, Mrs. Cross, and its is conceded that Mrs. Peary did everything she could to promote the comfort of the men comprising the expedition. It is doubtful if the presence of the women was beneficial to the expedition.

engineer, as he remounted his cab. He mouth Junction, about three miles away. CENTRAL PARK WEST.

things he said respecting the second expedition was that the permisean in the expeditionary stores was unfit to ent because it had been made for the Greeley expedition. He believed that his suffering from typhold fever while on that expedition was due to eating that penmican.

He furthermore stated that the equipment of the party was defective, inasmuch as only three of the sledges were of use. Of the eight donkeys five died before the expedition reached a point where thely might have been useful, and the remaining three soon broke down. Astrup also blamed Lieutenni Peary for ignoring his advice to take on the inland journey a large tent for their living quarters. He said in a general way that the arrangements of the expedition were inadequate and unsatisfactory. These complaints were generally regarded as having been uttered in a spirit of fault-inding that was probably due to ill-health and chagrin upon the failure of that made.

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